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Ferrie

M E M O R A N D U M

July 12, 1967

TO: JIM GARRISON, District Attorney

FROM: ROBERT E. LEE, Assistant District Attorney

RE: DAVID W. FERRIE

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DAVID FERRIE was a pilot with Eastern Airlines in 1959. I was employed with Eastern Airlines while studying at Tulane in undergraduate school and completing my law studies at Tulane.

During the course of my employment as a flight purser with Eastern, I had on occasion been a member of the same flight crew with DAVID W. FERRIE.

After graduation from Tulane Law School, I continued to fly with Eastern, mostly at night, and practiced law out of my office on Veterans Highway in Metairie on a full time basis.

I opened my law office in August of 1960. My second or third client was DAVID W. FERRIE. FERRIE had purchased some stock in a close corporation whose headquarters were located in Honduras. In addition to buying this stock, he had flown down to Honduras to look into a "Kahunie Nut" venture. Simply it was this --: "The Kahunie Nut has a juice which when squeezed out and mixed with a certain compound will harden into a mass as strong as iron, and of course, rust proof and will endure for centuries. There are only two machines available built to squeeze the juice from the Kahunie Nut--one is in Chicago and one is in Belize, Honduras. The owner of the machine in Chicago won't exhibit or sell his machine since he is preparing to move his equipment to Honduras to start production. Incidentally, there is only one area in the world where the Kahunie Nut grows, in the jungles of Honduras. So that if FERRIE acts fast, he and the corporation can lease all the land growing Kahunie Nuts. However, the corporation, i.e., the president and his wife and FERRIE, have to buy the only remaining machine--the one hidden in the jungles of Honduras. I don't remember the president's name but he knows where the machine is, but he must give $2,000 to an official of the Honduran Government and in return the official, who also knows where the machine is, will issue an exclusive work permit to harvest and manufacture "Kahunie Nut Juice."

FERRIE purchased $4,500 of stock and gave the president of the corporation $2,000 for the machine. Neither FERRIE's money nor the machine ever got together, and FERRIE came to me.

My last occasion with DAVE FERRIE in my office was when he told me that he wanted to adopt a seventeen year old boy by the name of CHERAMIE. I advised him that I would charge him $75.00 and would begin to research and to call me back in a week or so. About three days later he came to the office extremely

agitated. CHERAMIE had joined the Marine Corps and FERRIE wanted him out and he was prepared to pay any amount. I patiently explained that the Marine Corps would not discharge except for medical reasons or moral turpitude. FERRIE seized on the moral turpitude and asked me to explain exactly what it meant. Upon telling him that moral turpitude included homosexual offenses, he cut me off abruptly and excitedly exclaiming, that's it, that's it. FERRIE told me that he and CHERAMIE had had homosexual relations. I told FERRIE that I didn't believe him and further, that the Marine Corps would insist that a drastic admission such as this be in writing.

FERRIE immediately pulled my typewriter to him and typed three single spaced pages giving dates, etc. When he was finished, he triumphantly thrust the document towards me with a smirk on his face. I read it once, tore it in three pieces and pulled him to the door and shoved him out. I told him I didn't want him in the office again and that he owed me $75.00 for my trouble and to mail it to my office.

On the few occasions that I was a crew member on FERRIE's flights, he was captain. We flew to Houston, Corpus Christie and Brownsville with stops between New Orleans and Houston, Baton Rouge, Lafayette, New Iberia, Lake Charles, Beaumont, Port Arthur, thence to Houston, Corpus Christie, Brownsville and back the same way the same day. As a rule, the flight would have about a thirty minute hangover between stops for passenger deplaning, baggage, cargo handling, etc. During this period of time, the captain would go into the station manager's operations office and check the weather ahead, fuel requirements, etc. The last year I flew off and on as a crew member with FERRIE was 1962. FERRIE never got out of the cockpit from the minute we took off from New Orleans at 11:40 A. M. until we returned at midnight. Ordinarilly the captain at the end of the trip would stop in operations if for no other reason than to stow his flight bag until his next trip. FERRIE never went through operations while starting the flight or ending the trip, the times I was part of his crew.

I casually asked him about this, in Houston once and he told me that his life was in danger, that the Communists were out to get him. He did, in fact, appear very disturbed on every occasion. When I knew him in the beginning he was very talkative and cheerful. But when I saw him in 1962, he was grim, to say the least, and totally unresponsive to his fellow pilots or crew members. I think I was the only one he really talked to and then only because I was an attorney.

I can remember occasions in 1961 and 1962 when FERRIE would stop by the office unexpectedly usually on Saturday afternoons when my office building was deserted. On these visits he began to tell me something of his extracurricular activities but only after inspecting my office for bugging equipment and asking me to swear that I was not "taping" him. These activities consisted of flying to Cuba and back with passengers, once to the Isle of Pines. He would make these trips via Tampa and one of the Keys and then on to Cuba. He also mentioned training Cuban Guerrillas.

In 1961 or 1962 the chief pilot for Eastern in New Orleans asked me, in my capacity as an attorney, to check into a report that FERRIE had stolen an ancient 2,000 year old crucifix from a Greek Orthodox Church either in Louisville, Kentucky, or Knoxville, Tennessee, I'm not sure. I believe the Jefferson Parish authorities can give us the necessary information in this matter. It seems to me that FERRIE and others ransomed this crucifix. The figure $20,000 comes to mind.

The last time I saw or heard of DAVID W. FERRIE was in 1962.

ROBERT E. LEE